Issue 727 February 2022 Club Charter 667

Flypaper 2022

Official Newsletter of
The Flying Electrons of Menomonee Falls

Celebrating 60-plus Years of Service to the Community & Counting!

President's Preflight

It's Friday the 28th, about 11:15AM. My dog "Charlie" said goodbye to me this morning at 9:45AM. At 15 years old, he had been ill for several months, but he was always glad to see me when I walked into the room. I'm now convinced that his illness was stroke related, and the rapid decline my wife and I saw over the last week was the result of more of the same.

Charlie was a mixed breed border collie/dachshund. I can't imagine how that happened. He had the body and smarts of a border collie and the protective nature of a wiener dog … along with the short legs. I'm going to miss him and, if there are more typos and misspellings in this newsletter than usual, it's solely because he's not around any longer to edit my writing.

To take my mind temporarily off my loss, I've decided to bury myself in this newsletter today, and try to get it out over the next several days.

(See **PREFLIGHT** on page 3)

How to Become an Introductory Pilot (IP) Instructor

Our IP Program has proven to be a valuable tool in bringing the RC hobby to potential new members. Over the last two years alone it has been credited with transitioning more than 22 new members into our club. A few members have expressed an interest in becoming IP Instructors for the 2022 flying season, so I thought it would be a good time now for those coming forward to learn what it's all about.

The reason the program has been so successful, is because it provides a structure to our training methods that previously did not exist. In the past, instruction was "hit-or-miss." We had difficulty bringing students and instructors together on a regular basis to get enough flight time in to build the necessary skills. Individuals would happen to come by to the field on a Monday evening (our regular training day) and meet up with

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Please Note:

Next Club Meeting: Sunday, March 13th!

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Club Meetings:
Second Sunday of Month
7:00pm
De Marini's Restaurant
N88 W15229 Main Street
Menomonee Falls, WI 53051

Flying Site:
N61 W17000 Kohler Lane
Menomonee Falls, WI
www.flyingelectrons.com

New Membership/Renewal Application

If you're now ready to join or renew your membership, please use the new Member/Renewal Application found at the end of this newsletter or online at our website.

For all of you that intend to renew, remember that you must complete you Trust ID test and acquire your certificate number before you can renew. You will not be able to renew without it. Here's the link to take the test

Take the FAA TrustID Test

You only need to do this once, so once it's done you won't have to submit it again on future applications for renewal.

New Membership & Renewal Application

You can find the new member and renewal application on our website. Just go there, download it, and open it. Complete the application electronically, then print it off for submission. You may also save it to your PC after completion if you wish.

This method will help us to overcome a lot of the misinterpretation as a result of illegible handwriting.

Not Planning to Renew?

Please us know if you're not planning to renew your membership this year so we can update our database.

Flypaper Contact Information

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The Flypaper welcomes for consideration articles of interest, recommended video links, letters and questions you may have about the club, meetings, newsletter, and events. Please direct those communications via email to tjacobs421@att.net. We will respond to all inquiries.

NEXT CLUB MEETING

Sunday, March 13th

De Marini's Restaurant

7:00PM

N88W15229 Main St
Menomonee Falls, WI 53051

Bring something for Show & Tell!

(PREFLIGHT *continued*

The good news is that the COVID numbers are beginning to plateau as the Omicron strain passes through our country. Although

this strain is easier to catch, it seems less deadly than previous strains.

The RC Association Swap Meet went ahead as scheduled last month after a lively debate regarding mask mandates and the difficulty associated with enforcement. The Flying Electrons supported the event with four volunteers: me, Steve Huelsbeck, Doug Colton and Mike Batson. Thanks to each of you for coming forward despite the risks. I'm covering the swap meet separately later in this edition of Fly Paper.

Our first club meeting for 2022 will be held on **Sunday, March 13th, at 7:00PM** at DeMarini's. We'll have some new informational items to cover at that time, so I hope you'll plan to join us.

Our new club database is continuing to take shape. We are somewhat behind the annual curve in membership renewals this year, so I'm asking everyone that intends to renew to please get your renewal in before the March meeting. If you don't plan to renew, please let me know so I can update your membership status in the database.

We're now able to run reports on the data to gain better insight on the club itself, its membership, raffle item success, and its ability to support our training and prospecting efforts. Just for fun, I ran a membership aging report from the database and included it in this month's newsletter. Check out where your name falls in the list of long-time club members.

This month's newsletter will go into what it takes to become an Introductory Pilot (IP) Instructor. It also details why this program has become such a successful for new memberships in our club.

Don't forget the Fox Valley RC Swap Meet happening Saturday, February 19th at the Cane County Fairgrounds in St. Charles. If you have anything left to sell form the RC Association Swap Meet, you still have time to move it out of your hanger.

Lastly, Scott Buchholtz shares his venture into micro aircraft construction. This is something I also have started to investigate. If you are in the midst of building something new or bringing a new aircraft into your hanger, let us know about it. All you need to do is take a few pics of your progress and attach them to an email with a few bullet points about the aircraft.

I can take it from there.

TJ

YouTube

Monster 55% Pilot-RC YAK 54 Piloted by Steve Carr

They don't come any bigger than this. An awesome display of this monster sized ARF by Steve Carr at the Spring Hastings MFC fly-in 2016. Wingspan: 180 in (4.58M), Wing Area: 6290 sq in (40580sq cm), Fuselage length: 161 in(4.1M), Weight: empty weight with hardware 65.9 lbs (29.9kg), Engine: 400cc min (Self designed/built 550cc engine used by Steve Carr)

More kit information here:

More Kit Information

Steve Carr 55 Percent Yak

Looking Back with Club Members

As we continue to improve the information in our club database, we've tried to track the month and year that each member joined the club. As I looked over the data, there were a few members that weren't identified by date of initial membership. This is likely because it was a time prior to our collection of that information, so I reached out to them last year, and this is what a few had to say.

Tim Roliff

"I believe I joined in 1995, probably early in the year, February or March maybe. I had gotten my trainer kit the previous Christmas, a .40 size Midwest Aerostar. Marv Ingerson, Sr. was my instructor and signed me off later that year.

Have a great Christmas and Holiday everyone."

John Fabian

"Pretty sure I joined summer of 1988; I can't remember the month, so I'll say June."

Jim Zahorik

"I joined the summer of 1965. My first radio was a Controlaire 6 Channel reed radio. Bob Kehoss and John Faestel were my sponsors. My first instructor was Jack Huismann of Huismann Distributing in Pewaukee. He hangered his plane at Waukesha Airport where I was a flight instructor, and he would fly off the paved runway early in the morning before we started instructing full scale students. It seems like only yesterday and it was actually 56 years ago."

Larry Turner

"Sure. Might be June or July 77.

Think it was Marv Sr. and Bob Lilly who signed for me at Aeropark, or perhaps Hank. Flew an OS .20 powered Goldberg Chipmunk with a single stick Kraft radio. My first daughter was there in her stroller."

Paul Daniel

"Best guess is April of 91? Do I win the prize?"

Marv Ingerson

"Had to think about that a while but found a picture my dad took of me flying my Topflight Contender at Aero Park with a note on the back "July 1972." I used to keep a log of all the planes I built and their outcome until the late 90's. Found the Contender and my notes say I built it fall winter '71 or 72 and crashed it in August 1972 due to dumb thumbs. Given all that sure I'm joined the Electrons in July 1972 and a continued to be a member ever since. I will be fifty years this summer … Feeling old now."

Mike Dorna

"Originally it was I think, August of 1974, possibly '73. But I got out of it for a while in '77 or '78 and then rejoined in 1986 or '87, most likely June."

Joe Simon

"April of 1999 for me."

Cliff Evans

"October of 1986 works for me."

Membership Breakdowns

Just for fun, I ran a list of members by "date Joined" and thought everyone might like to see who holds the record for longest membership on record. For those that had to leave the club for a short time due to personal obligations and then rejoined, I'm using the individual's original date of membership.

If you believe that you belong in a different category, send me an email and I'll update our database. You can reach me at **tjacobs421@att.net.**

Please Note: The classifications have absolutely nothing to do with skill level or achievement other than continued membership over the years. It's wonderful to see how many members have been with the club for ten years and longer.

Star Fleet Commanders (50+ Years)
Jim Zahorik

Master Aeronauts (40 to 50 Years)
Marv Ingerson, Jr.
Michael Dorna
Lawrence Turner

(Continued from previous page)

Imperial Aces (30 to 40 Years)
Clifford Evans
John Fabian
Michael Schneider
Paul Daniel
Thomas Jacobs

Turbo Test Pilots (20 to 30 Years)
Tim Roliff
James Graczyk
David Satre
Mike Bohlmann
Ronald Jans
Peter Smith
Russ Jach
Barry Tenpas
Joseph Simon
Jim Libert
Joshua Simon
Tom Kunath
Bryon Martin
Klair Verbanac
Mark Inkmann
John Kreitzer

Grand Aerialists (10 to 20 Years)
Michael Fleming
Christopher Milbauer
Gregory Stirm
Bryan Davis
Joseph Burzinski
Steven Powers
Carl Verbanac
Gerald Weare
Peter Milewski
Steven Tarney
Bruce McBee
Gary Schumann
Steve Huelsbeck
Tim Kunath
Tim Shaffer
David Fette
Larry Bartling
Glenn Peterson
Kenneth Pressman
Henry Reed
Steven Williams
John Greve
Sidney Smith
Don Strahl
Ryan Wehr
Tom Shebuski
Norb Julius
Dave Schroeder
Andrew Lucyshyn
Gene Scheiderer
Daniel Franklin

Captains Courageous (5 to 10 Years)
Darrell Schliepp
Jim Schertz
Thomas Beyer
Jason Weber
Robert Goldstein
Mark Polzin
Tyler Demshar
Michael Demshar
Scott Buchholtz
Matt Goelz
Edward Malec
Kevin Malec
David Wandrey
James Klappa
Richard Pleister
Larry Kies
Ronald Romans
Patrick Hansen

Fly Boys (2 to 5 years)
Scott Mundorf
Michael Batson
Thomas Kowalewski
Anupam Das
Meadow J. Mundorf
Nolan Henry
Alan Sr. Henry
Alan Jr. (AJ) Henry
Kevin Davis
Holger Petersen
Tom Johnson
Gregg Williams
Edward "John" Koloske
Jim Hendrickson
Peter Mick
Richard Husting
Doug Colton
Bill Black
Christopher Ocampo
Timothy Bradley
Daniel Bradley
Joshua Simon
Douglas Schaber
Todd Davis
Jeffrey Surges
Bryan Kuklinski
Ruben Obregon
Judah Obergon
James Ihde
Mike Andruszkiewi
Thomas Burriss
Ryan Ocampo
Marc Ocampo
Lawrence Lutzow
Grayson Kobleska
Roy Biller
Augstine Dax
Michael Reed
Don Rancic
Gary Chudzinski
Jack Korducki

Rookie Pilots (1 to 2 Years)
Steven Koenig
John Wilson
Paul McGuan
Tim Malec
Fred Tice
Stuart Hoffman
Adam Krahel
Dave Kearn
Paul Dirnbauer
Martin Ketterer
Kenneth Korducki
Bjorn Klawikowski
Matthew Schofield
Matthew Schofield
Tom Stark
Benjamin Simon

(Continued from page 1)

Becoming an Introductory Pilot (IP) Instructor

an instructor. Each week the instructor might be different with a different style of teaching and different priority on what the student should focus on.

The program lacked coordination and a reliable and consistent staff of instructors. It was understandable why members might balk at signing on as Monday night instructors. It just wasn't a good use of their time. So, slowly but surely the list of willing instructor participants dried up.

What the IP Program provides is a consistent and reliable approach to RC training. Its goal is simple: provide a consistent and well-structured training plan that is forward-moving, convenient, and reliable for both the student and instructor. The student is given milestones to reach over a given period of time toward solo pilot certification and hopefully membership in our great club!

The Program in a Nutshell

The IP Program is a 60-day program designed to introduce students of all ages to RC modeling. In partnership with the AMA, the IP Program provides the required liability coverage for a student to fly at our airfield for that period of 60-days without officially joining the AMA. Clearly not all those that try their hand at RC flying will find it to be something they wish to continue with as a long-term hobby. The IP Program however gives individuals the opportunity to find out before they make an investment in membership, aircraft and equipment.

Why Should You Consider Becoming and IP Instructor?

The IP Program has proven to be the most productive way to bring new members into the club. What's more, these are members that are really interested in RC.

If you've been involved in training in the past, you've probably been often disappointed with the Monday night program. You might get assigned to a Monday night of training and no one shows up. So, you've wasted an evening. Not all of us have room in our vehicles for both a trainer and our favorite flying aircraft, so we sometimes have to make a choice to leave the aircraft we would like to fly at home.

The "hit or miss" nature of Monday night training was probably the biggest complaint from instructors. Student "no shows" could be a real problem and would sour anyone on being an instructor for any length of time.

The IP Program changes all of that in favor of a reliable appointment-based training program that really works!

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Setting Student Expectations

Nearly all of the training problems of the past are resolved by setting proper expectations with the student on the first day. Students no longer just show up and start training. I personally meet with them to go over what they should expect from their training experience. I walk them through what they will learn, the steps we will take, the importance of practice with a Flight Simulator between sessions, what the FAA requires to fly RC now days, the benefits of joining our club, and what they need to do to become a member.

I also impress upon them that our instructors are all volunteers, and their time is extremely valuable. I stress that communication is important and that honoring appointments is a must. Each new student walks away from that first meeting with a club document that explains everything one needs to know about our program and becoming a member of the flying electrons.

I have found that this approach develops a high level of mutual respect between instructor and student. Personally, using this approach, I've never experienced a "no show" or been disappointed by a student's lack of effort.

Lastly, one of the best reasons to become an IP instructor, is the satisfaction in seeing a student sign-off as a solo pilot.

Matching Up Students and Instructors

I match up students with qualified IP instructors by understanding where they are in the RC learning process, what equipment they may or may not have, whether they want to fly electric or nitro, times and days they are available for training, and what type of aircraft they may wish to fly in the future. With this information, I match the student with the most compatible flight instructor and make the introductions.

From this point forward, the instructor arranges a mutual training schedule that is convenient for both, then training begins.

Where to Learn More

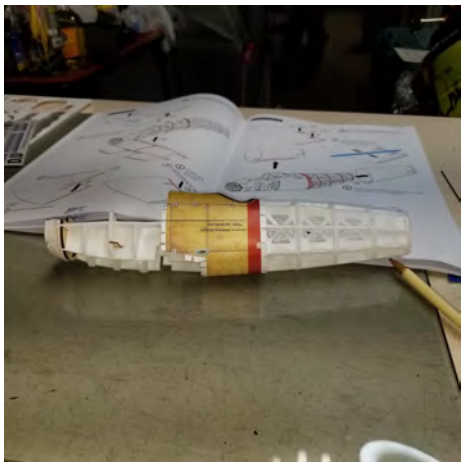
One does not need to be an expert pilot to be a successful IP instructor. They must however pass the club's instructor certification test and implement the IP Program guidelines with students as they train.

You should know that the club is looking into budgeting for IP instructor aircraft and equipment. This means that the club will be able to provide qualified IP instructors with an aircraft and compatible buddy-box system that they may use to train students. We are currently looking into an economical way to obtain and produce these aircraft along with replacements should the need arise. More information on this will follow at a later date.

Even if you're only slightly interested in becoming an IP instructor, I encourage you to click the link below to review our Introductory Pilot Program Handbook. It should answer all the questions you have. If not, drop me a line at **tjacobs421@att.net** and I'll get you the answers you need.

Flying Electrons IP Program Handbook

Scott Buchholtz Shares His Work in Progress on His Microace Fokker D.V



Scott Buchholtz sends us a few photos of his work in progress on one of Microace's newest 1/12th scale Fokker Albatros D.V Master Series with these remarks.

The kit comes out of the UK and has a 17 3/4-inch wingspan and an all up flying weight of 2.1 ounces. That's airframe and all electronics and battery pack.

The airframe is 2mm foam, reinforced with balsa plywood and .2 and .4mm plastic parts. The fuselage is covered in pre-printed Tyvek film.

Working on one of these aircraft can be quite tedious. You'll need a pair of tweezers, some foam-safe CA, and a lot of patience.

I started one of these Microace models myself early last year and got a little frustrated trying to get

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everything aligned while the glue dries.

About the Microace Fokker D.V

The Microaces Albatros D.V kit replicates one of the most memorable German fighters of WWI. Manufactured by Albatros Flugzeugwerke in 1917, the D.V was the last of the line of the 'D' series aircraft with the D.Va continuing in service until the end of the war.

The livery of this particular Albatros D.V is that of Paul Bäumer, nicknamed the 'Iron Eagle' whose final tally of 43 victories, ranked him 9th among German aces. He was also one of only a handful of WWI pilots whose lives were saved by parachute deployment during the conflict.

Bigger Might Be Better

This kit is Microaces first in 1/20th scale. The increase from their usual 1/24th has enabled them to re-create the beautiful oval cigar shape of the Albatros fuselage as well as enhance the details and structures to be even more like the full-scale aircraft, without compromising on scale performance in the air.

The Addition of Tyvek Material

The contours of the sleek fuselage are made possible with the use of Tyvek. More often used in packaging and construction, Tyvek is an extremely strong paper like material made from plastic fibers, making it light weight, printable, chemically resistant so; fantastic for a kit making application.

Brushless

Another leap forward, that is embraced by this kit, is the use of a Brushless Motor and supporting electronics (included with the Flight Pack option). Although still operating on the convenience and safety of a 1 cell, 3.7v Lipo battery, the setup provides the right amount of scale power required.

Check out the short video of the Microace Fokker Albatros D.V in flight here.

Flying The Fokker D.V

My 1/24th Scale Microace Sopwith Camel

The photo above represents what I hope to achieve when my model's complete.

The Camel airframe is made completely from Depron and all parts are well die cut and easy to remove from the substrate.

Scott's larger size hopefully makes it a little easier. As a result of this article from Scott, I'm digging the kit back out to see if I can get it together for thee upcoming Scale Event this year.

I was actually able to bind the optional receiver and power pack with my Futaba TJ10 so it will be interesting to see how both Scott's and mine turn out.

If you're interested in learning more about Microace aircraft, click the link below.

TJ

Microaces Classic Aircraft

New Builder's Workshop Set For Summer 2022

Our Builder's Workshop (BWS) held at University School of Milwaukee last year had a great response. Ten kids signed up, 9 showed up, and 8 made it out to the airfield to fly their aircraft. Out of the 10 students signed up for the program, one has solo pilot certified and become a member of our club under the STEM Program.

Ove the last few years we've learned that the program really needs strong parental support, otherwise it just becomes a temporary "day camp" for kids. The goal of the BWS is to introduce young people and adults to the RC hobby and put them in the pilot seat with their own aircraft. The young student that became one of our STEM members last year was really into it and received tremendous support from his parents.

He was so interested that he entered our IP Program prior to the BWS and began training with me in advance of completing his aircraft. On the day of his maiden flight, he was able to take the controls and start flying.

It was clear to me that the support he received for his mom and dad was the key to his success and further development in the hobby. He shortly thereafter took his solo pilot certification test and now flies any time he has the chance.

In view of what we've learned thus far, our 2022 program will have a "mentoring focus." We will seek out parent and student teams that learn how to build and fly RC aircraft through a 7-week program starting the week of June 12th. These will be evening classes and be offered to both adults only and parent/student teams interested in learning about RC.

The aircraft will be a special Flying Electron design and constructed of slightly more durable materials that Dollar Store foam board. It is my hope that we will also be able to construct a fleet of these aircraft to be used in our general flight training throughout the season with our IP Program as well.

I'll be sharing more details as we get closer to the program's announcement to the community.

TJ

RC Association Swap Meet

On January 30th, the RC Association held its annual swap meet. I and three other Electron volunteers worked the show to help out with door security, raffle ticket sales and so forth.

Traffic and exhibitor attendance was clearly down for this year likely due to COVID but there were still deals to be had.

While there, I had the opportunity to snap a few pictures for the newsletter and caught a few familiar faces.

STEM Student Membership Academy

Education in Aviation through Aero Modeling.

Sponsored by
The Flying Electrons of Menomonee Falls

The Flying Electrons "**STEM Student Membership Academy**" is a member scholarship program that provides interested young people the opportunity to learn how science, technology, engineering, and math support the various principals of flight through model aviation.

Available to young people ages 8 to18, students qualify and apply for the Membership Academy by registering through the Flying Electron's **Introductory Pilot (IP) Program**. This program, supported by the Academy of Model Aeronautics (AMA), is designed to introduce individuals to model aviation by providing a FREE structured 60-day flight training program.

During training, students learn the principles that support flight, how control systems operate aircraft, power sources and how to properly set up aircraft for successful flight..

Each student trains at their own pace and under a under a schedule that is mutually convenient. Instructors are also available to assist the student in acquiring his or her own RC aircraft and equipment to be used during student solo pilot certification. Several options are available.

Students that graduate from the IP Program to "pilot status" are immediately invited to apply for a full and FREE club membership with all benefits.

Here's What The STEM Student Membership Academy Offers!

1. A state-of-the-art airfield for training and personal flying
2. Ongoing access to top notch flight instructors, builders, technical advisors
3. Access to get great RC deals and discount savings
4. Earn your solo pilot's license while learning at your own pace
5. Mini-workshops covering all types of aircraft and power sources
6. Immediate access to advice and tips on how to get the most out of your aircraft
7. Learn airfield protocols and proper safety precautions
8. Meet top pilots and learn aerobatic techniques
9. Participate in all club events and activities
10. Monthly club newsletter
11. Full access to Tamarac Airfield for personal flying
12. Attend monthly club meetings to learn about various model aviation issues

Graduating students are eligible to renew their membership each year FREE of charge up until they reach the age of 18. ($15.00 Annual AMA membership is also required for insurance purposes.)

For more information feel free to contact Tom Jacobs at ***tjacobs421@att.net.***

Make plans now to attend! The Fox Valley Aero Club of St. Charles, Illinois will again be holding its annual RC Swap Meet on Saturday, February 19, 2022 at the Kane County Fairgrounds in St. Charles. Details of the event are provided in the attached flyer and website linked below.

Our event is one of the largest RC swap meets in Illinois with 15,000 sq. ft. of heated space, and over 140 tables available. Tables have sold out in past years, so it is highly encouraged to pre-pay for table reservations to ensure availability. Discounted table rental rates are available if paid for by February 1st.

On-line table registration is now open and available at the website below where you can pay with PayPal or major credit card.

https://foxvalleyaeroswap.com/

You can also register by mailing a check directly to the Fox Valley Aero Club. A mail-in registration form is available for printing at the website linked above.

Looking forward to seeing you in St. Charles!

Fox Valley Aero Club

Joe Pedone

jpedone777@comcast.net

847-840-8702

John Turner

jtgrassroots1@yahoo.com

630-443-7807

Renewal & New Member Application

A copy of your valid AMA Membership card must accompany this application.
FAA Registration & TrustID Certificates must be on file to renew or join.

(If not using the electronic template, please print legibly)

Check this box if you have updated your address, email, phone…etc.

Check this box if this is a **"STEM Student Membership Academy"** Application

AMA No.: _____ FAA No.: _____ TrustID No. _____

(Copy of AMA card required for renewals, FAA & TrustID card copies initial membership only)

NAME: _____

ADDRESS: _____

CITY:_____ STATE: _____ ZIP: _____

EMAIL:_____

PRIMARY PHONE: _____ DOB: ____/_____ (month and year only)

SPONSOR (Required for new membership): _____

By signing this application, I agree to abide by the Field Rules.

Signature: _____ Date: _____

Mail your check payable to Flying Electrons, Inc. Include this completed application, valid AMA card, and if not submitted earlier, copies of your FAA Registration and TrustID Certificates. Mail to:

The Flying Electrons, Inc.
ATTN: Mark Polzin
Treasurer
5738 N Shore Drive, Whitefish Bay, WI 53217
Phone: 414-687-7550 Email: Mpolzin1234@gmail.com
Member Academy of Model Aeronautics, 1-800-I FLY AMA, www.modelaircraft.org
The Flying Electrons Inc., Website: www.flyingelectrons.com

MEMBERSHIP TERMS & FEES

Select the Membership Category (Enter Cost at Right)	**Unit Cost**	**Extension**
New Member Initiation Fee	$50.00	$
Non-Resident - Individual or Family Membership	$75.00	$
Menomonee Falls Resident - Individual or Family Membership	$55.00	$
Junior (18 Years or Younger by July 1st)	$55.00	$
Single Senior (65 or Older by July 1st)	$55.00	$
Additional Costs		
Add if renewing after January Club Meeting	$5.00	$
Add if renewing after February Club Meeting	$10.00	$
Deduct if you paid initiation fee previous year	**-$20.00**	
STEM Student Membership (Must be Solo Pilot certified)	N/C	
Calculate Total Membership Cost Here		$

Incomplete forms will be returned to the applicant. Failure to provide proof of AMA membership will result in suspended flying privileges until proof such as a photocopy of AMA card or faxed confirmation from the AMA is provided to the club secretary.
Applications for AMA membership are available from the club secretary or from most area hobby stores. Acceptance into membership of the Flying Electrons Inc. is contingent upon Club sponsorship, Board approval, and completion of all requirements of The Flying Electrons Inc. bylaws and based on the information provided herein. Al fees are payable in advance.

Updated 11/01/2021 - TJ

Issue 727 February 2022 Club Charter 667